



2010 PRIORITY LIST FOR WARRANTED LEFT TURN SIGNALS

	Intersection	Council District(s)	% Other Jurisdictions	School located within 1/4-mile	Year Included in TS Impact Fee	Total Points	Construction Cost Estimate	Comments
1	Clinton and First	7			2004	38.67	\$290,000	Currently Funded (Prop 1B)
2	Belmont and Maple	7			2004	33.67	\$510,100	HSIP (Grant Funded)
3	Millbrook and Shields	4 & 7		Fulton	2004	30.00	\$290,000	
4	Dakota and First	4 & 7			2004	27.33	\$516,100	Design Funded, HSIP GRANT
5	Emerson and Marks (SL)	1		Slater	2007	27.00	\$180,000	Funded by ARRA grant
6	Chestnut and Shields	4	50% County	Scandinavian	2004	25.33	\$290,000	
7	Palm and Sierra	2	25% County	Kratt	2004	25.00	\$290,000	Requires County Participation
8	Foxhill/Saybrook and Perrin	6			2007	24.67	\$20,000	Left Turn Phasing needed on Perrin only
9	Alluvial and Cedar*	6		Fresno Christian	2006	24.00	\$290,000	(Existing LTP N/S)
10	McKinley and Palm	1 & 3		Fresno High	2006	21.67	\$290,000	
11	Bullard and Fruit	2	50% County	Tenaya	2004	21.00	\$290,000	Design Funded,Requires County Participation
12	Bullard and Maroa	2	25% County	St Anthony of Padua	2006	20.67	\$290,000	Currently Funded
13	Dakota and West	1		Roeding	2004	20.00	\$290,000	
14	Hughes and Shields	1			2004	17.33	\$290,000	
15	Cedar and Eleventh	6		Fresno Christian	2007	17.00	\$290,000	
16	Cedar and Teague	6		Clovis West	-	17.00	\$200,000	
17	Barstow and Palm*	2		Gibson Elem & Bullard High	2004	16.33	\$290,000	(Existing LTP N/S)
18	Alluvial and Millbrook	6			2006	16.00	\$290,000	
19	Peach and Tulare	5 & 7	25% County	Easterby	2004	15.67	\$290,000	Future Tier 1 Measure C/TCRP Funded
20	Bullard and Forkner	2		Malloch	2006	14.67	\$290,000	
21	Bulldog and Cedar	4			2004	12.33	\$290,000	
22	R and Tulare	3			2004	11.00	\$290,000	Requires Railroad Preemption Upgrade
23	Blackstone and Sierra*	2 & 6			2006	10.33	\$290,000	(Existing LTP N/S)
24	Blackstone and Gettysburg*	7			2006	9.67	\$177,495	(Existing LTP N/S)
25	Barstow and West	2	25% County		2006	8.33	\$290,000	Design Funded,Requires County Participation

PRIORITY RANKING

Priority ranking is determined by adding points attributed to vehicular traffic, number of reported left-turn type collisions, proximity of a school and/or other pedestrian generators, and engineering judgment.

* Previously met warrants restudied after 3 years now location no longer meets warrants